

South
CAROLINA

AVIATION NEWSLETTER



STATE DOCUMENTS

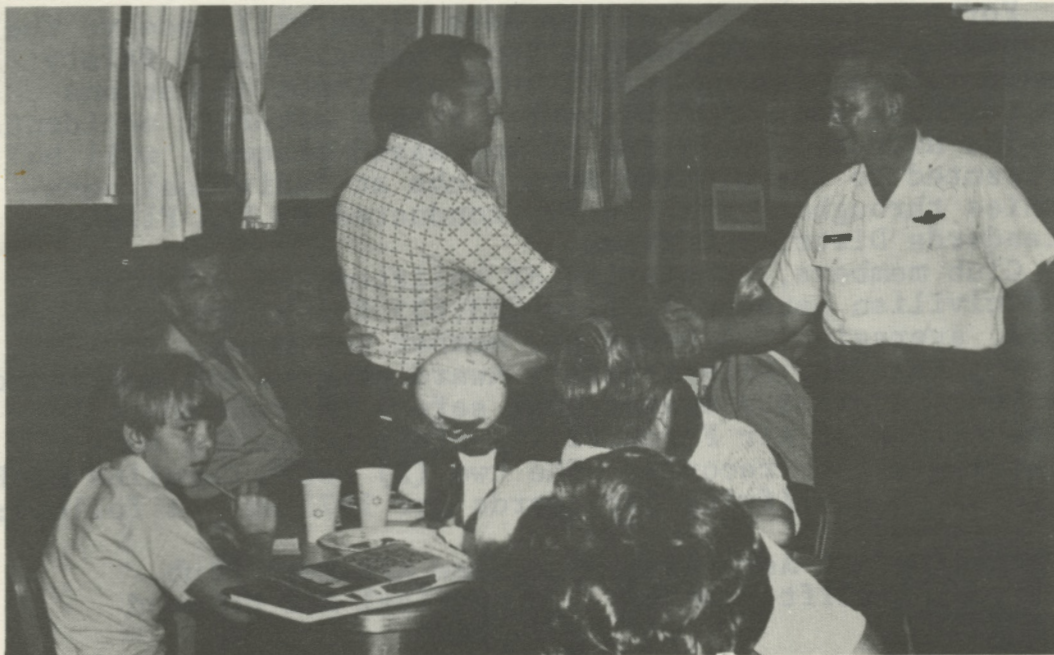
SOUTH CAROLINA AERONAUTICS COMMISSION, Box 1769, COLUMBIA, SOUTH CAROLINA 29202

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BREAKFAST CLUB NEWS



BILL HAWKINS , GENERAL MORRELL

Brig. Gen. Robert H. Morrell, Chief of Staff of the South Carolina Air Guard welcomes President Bill Hawkins and the South Carolina Breakfast Club to McEntire Air Guard Base. The Breakfast Club held its August 25th meeting as guests of the Air National Guard. Members saw a fire fighting demonstration and received a briefing on aviation life support systems. There was also a tour of the air base, which is

the only Air Guard facility in South Carolina.

Ninety members attended the special meeting and thirty general aviation aircraft landed at the base. The South Carolina Air National Guard had an excellent program and it is always a thrilling experience to visit McEntire.

On the 11th of August the Breakfast Club met at Sumter. Fifteen aircraft were flown in for this meeting and thirty-five members attended the meeting.

On the 8th of September we will meet at Davis Field at Estill, S.C.

This is always an excellent meeting at the Davis' private airport. Don't miss this one. The second meeting in September has not been scheduled yet.

The Annual Founders Day meeting will be held at Orangeburg in October. At this meeting officers for the coming year are elected so it is time to start campaigning. We will have the date of this meeting in the October Newsletter.

AERO CLUBS HONORED

Forty-three United States Aero Clubs will receive the Federal Aviation Administration's annual Flight Safety Award for completing a full year of flight operations in calendar year 1973 without a single aircraft accident.

The awards, consisting of engrossed plaques, will be presented to the winning Aero Clubs at individual ceremonies throughout the country conducted by FAA Flight Standards District Offices.

Club members, consisting of enlisted men, officers and civilian personnel, flew 233,655 flight hours during 1973, averaging 2.4 hours per member per month.

The FAA-USAF Flight Safety Award program was initiated in 1964 to promote operational safety through special recognition of Air Force Flying clubs achieving outstanding safety records. The two (2) South Carolina USAF Aero Clubs qualifying for awards for 1973 are as follows:

Charleston AFB Aero Club
Military Airlift Command
(MAC)

Shaw AFB Aero Club
Tactical Air Command
(TAC)

SOUTHERN AIRWAYS

Southern Airways discontinued service to Greenwood and Anderson, S.C. effective August 4, 1974. They had been servicing Greenwood for over 25 years and Anderson since Eastern discontinued service.

WILDER REAPPOINTED

Joe Wilder of Barnwell was reappointed to the Aeronautics Commission on June 21, 1974. Mr. Wilder was originally appointed to the Commission by Governor George Bell Timmerman in 1956 as a Member-at-Large. He will be beginning his 4th six year term as Commission Member-at-Large. Mr. Wilder owns and operates radio stations in Barnwell and Hampton. He currently flies a Piper Cherokee and has a commercial pilot rating.



Joe Wilder

During World War II he flew C-47's with the Second Air Commandos in the China Burma India Theatre of Operations.

FAR PART 141

The Columbia GADO will be conducting meetings with FBO's instructors, and other interested parties to explain Revised FAR Part 141, Pilot Schools. Meeting dates and locations will be announced soon. A discussion of the revised regulation, which goes into effect on November 1, 1974, appeared in the August issue of the South Carolina Aviation Newsletter.

NOTAMS

Overton Field located two miles South West of the City of Andrews, S.C. Charlotte Sectional Aeronautical Map, Latitude 33 degrees 25', Longitude 79 degrees 35' and elevation 34' is deactivated. This is listed as a private airport closed to public. The two existing runways which are runway 17-35/3200' turf and runway 11-29/3200' turf are now closed.

NEW AVIATION LAWS

The South Carolina Legislature passed the following Aviation Laws during the 1974 Legislative session.

R1242, S831

An Act To Prohibit The Landing Or Take-Off Of Aircraft From Public Highways Except Under Certain Prescribed Conditions And Provide Penalties For Violations.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. It shall be unlawful for any person to land or cause to be landed any aircraft on or take off from a public highway in this State except in situations authorized by the Director of the State Aeronautics Commission or in an emergency situation in which the safety of the aircraft is involved. In any prosecution for violation hereof, the burden of proving that such emergency situation existed shall be upon the person landing the aircraft on the highway or causing it to take off therefrom.

Any person who violates the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction shall be fined not more than five hundred dollars or imprisoned for not more than sixty days.

R1279, S832

An Act To Make It Unlawful To Enter An Aircraft Or To Damage Or Remove Therefrom Equipment Or Other Property Without Permission And Make Exceptions; And To Provide Penalties.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. It shall be unlawful for any person to enter any aircraft or damage or remove therefrom any equipment or other property attached thereto without the permission of the owner or a person authorized by the owner to grant such permission.

SECTION 2. The provisions of this act shall not apply to any airport personnel or other persons while acting in an official capacity except when such capacity is used to accomplish an unlawful purpose.

SECTION 3. Any person violating the provisions of this act shall be deemed guilty of a misdemeanor and upon conviction shall be fined not less than one year nor more than ten years.

SECTION 4. The provisions of this act shall be cumulative.

SECTION 5. This act shall take effect upon approval by the Governor
RL353, S833

An Act To Provide For The Zoning Of Land Surrounding Certain Airports.

Be it enacted by the General Assembly of the State of South Carolina:

SECTION 1. All land surrounding public-owned airports in this State, which are funded partially or wholly by this State, shall be zoned by appropriate county, municipal or regional authorities so as to conform with pertinent regulations of the Federal Aviation Administration, Department of Transportation.

PLANNING GRANTS

The Federal Aviation Administration of the U.S. Department of Transportation has approved an additional \$311,888 for 14 airport studies under its Planning Grant Program (PGP) including grant offers for planning six new general aviation airports.

Included in the grant offers for six new general Aviation airports, which would serve non-airline aircraft exclusively are: Columbia Airport, Columbia, S.C., \$31,945; Beaufort County Airport, Beaufort, S.C., \$13,961.

The five remaining grant offers will go to existing general aviation airport included in this grant is the Allendale County Airport, Allendale, S.C., \$16,091.

The purpose of a master plan study is to determine the extent, type and nature of development needed at an existing or proposed publicly owned airport to provide the most suitable facility to serve a particular community.

The Planning Grant Program was established by the Airport and Airway Development Act, which was signed by President Nixon in May of 1970. The Act authorized FAA to pay up to two-thirds of the cost of airport planning studies.

For further information contact Ms. Brenda Hull, District: WRMNC-2, FAT-7, FIA-0, minimum, ZPA-403, Department of Transportation, Federal Aviation Administration, Washington, D.C. 20591

AVIATION PIONEERS

The 19th National Annual Reunion of the OX-5 Aviation Pioneers Carolina Wing will be held in Charleston, South Carolina October 10, 11 and 12 at the Francis Marion Hotel. Among the Nations pioneers attending will be Roger Don Rae, Mike Murphy, Lennard Povey, Louise Thaden, Karl Voelter, W. B. Barclay, Viola Gentry, Tiny Broadwick (first lady to ever parachute), Melba Beard, and numerous others.

John Pope of National Business Aircraft Association to be speaker October 10th, Blanche Noyes to M.C. Ladies Night October 11th, and George E. Haddaway of Flight Magazine to be the Guest Speaker on Saturday October 12 at the Awards Banquet. Wilson Mills, of Camden, is President of the Carolinas Wing.

FLIGHT INSTRUCTOR REFRESHER COURSE

The annual South Carolina Flight Instructor Refresher course will be held in Columbia, October 22 through the 24th. This course is set-up for the purpose of meeting the Flight Instructor Revalidation requirements. Current FARs require that Flight Instructors be revalidated every two years. This years course will be conducted by the Flight Instructors team from the FAA academy in Oklahoma City. In addition to the FAA team, Ken Gardner of Teledyne Continental will discuss engine operation and Don Tricebock will discuss avionics.

The location for this years course is the Ramada Inn on Interstate 26 at Highway 378.

This course will be sponsored by the South Carolina Aeronautics Commission and the AOPA Air Safety Foundation.

For further information please contact Mr. James E. Stargel, Director Flight Instructor Department, AOPA Air Safety Foundation, 7315 Wisconsin Avenue, Washington, D.C. 20014.

AVIATION THEFTS RISE

Thieves literally helped themselves to several million dollars worth of general aviation aircraft and avionics during calendar 1973.

The majority of the aircraft--nearly 60%--was recovered. Avionics, though, was a different story.

According to reports compiled by the AOPA Aviation Theft Bureau, formerly known as the National Aviation Theft Bureau, less than a dozen of the conservatively estimated 800--plus avionics stolen last year have surfaced thus far.

Last year's avionics thefts ballooned to approximately 5,000 the number of such units currently estimated to have been stolen over the past 6 1/2 years and never recovered.

The Aviation Theft Bureau's records at press time also showed a total of 72 aircraft reported to the Bureau as having been stolen and still unrecovered.

Goals of the Aviation Theft Bureau (ATB) as follows:

1. To create an awareness of the aviation theft problem;
2. To seek the active assistance and cooperation of all parties to reduce such thefts;
3. To provide a central clearinghouse for the collection and dissemination of general aviation theft information; and
4. To work with and encourage manufacturers to develop and incorporate anti-theft designs in their products.

1974 AVIATION MECHANIC SAFETY AWARDS PROGRAM

Once again the FAA and industry are engaged in a cooperative effort to provide recognition to the aviation mechanic through the Annual Aviation Mechanic Safety Awards Program.

The purpose of the awards program is to give recognition to a mechanic who has made an outstanding contribution to aviation safety through maintenance practices. The program also enables the public to recognize the vital role the aviation mechanic plays in contributing to air safety.

Nominations are accepted from mechanics and other persons who know of original and significant contributions a mechanic has made to air safety by maintenance practices. These nominations may be in any of three categories: improvements to maintenance or inspection procedures; and, outstanding demonstration of professionalism in carrying out a mechanic's duties.

A state award is made to the general aviation winner who, in turn, is eligible to compete for a regional award. The regional winner competes for the national award.

Each winner is presented a plaque, and in the case of the national winner, an especially created medallion. Other more tangible rewards may be presented by various industry associations and companies.

Make your nominations to the FAA Gen. Aviation District Office, Columbia Metro Airport, Box 200, W. Columbia, 29169.

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INSTRUMENT RATING REQUIREMENTS

Are the instrument rating requirements changed? Yes, most important change calls for instruction in VOR, ADF and ILS approaches. Except for VOR approaches this instruction may be in ground trainers. The applicant must be prepared to demonstrate all three types of approaches during the practical test. Requirements include 200 hours of flight time (50 cross-country) 40 hours of simulated or actual instrument time, including an instrument cross-country flight at least 250 nautical miles, on federal airways or as routed by ATC. This trip must include flight instruction in VOR, ADF and ILS approaches at different airports, and the trip must be in actual flight rather than in a ground trainer.

Under the new rules it becomes more important than ever before that pilots keep accurate logs to show that the various requirements of Part 61 (revised) have been met. These records must be presented for review upon reasonable request of FAA.

How about instrument currency? A pilot must log six hours of instrument time (actual or simulated) within the preceding six months. Three hours can be in simulators, and at least three hours must be in the category of the aircraft involved (airplane, rotocraft, etc.). The six hours must include at least six instrument approaches. Pilots logging IFR time must record the locations and the types of approaches completed during the flight--and the name of the safety pilot if it is simulated IFR.

In lieu of the six hours of IFR flight, a pilot can obtain official currency by passing an instrument competency check given by an FAA inspector or other designated person. An instrument pilot whose lack of currency extends beyond one year must pass an instrument competency check to regain IFR currency.

---FROM FAA AVIATION NEWS